



AETC News Clips

Randolph AFB, Texas



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Honoring 'hurricane heroes'

Web Posted: 01/26/2006 12:00 AM CST

Scott Huddleston
Express-News Staff Writer

Maj. Bob Wido has a lingering image from the aftermath of Hurricane Katrina: a New Orleans man who, in another time, might have been taken for homeless.

The man seeking refuge in San Antonio turned out to be a high school principal.

"It made me wonder. Here's a guy who's on top of the world, and the next day, it's all gone," said Wido, a Lackland AFB chaplain who counseled evacuees at a KellyUSA shelter.

It was one of many humbling visions that remain with several hundred active duty and reserves from Lackland who flew evacuees and supplies, gave medical care or treated people whose lives had been turned upside-down by hurricanes Katrina and Rita.

On Wednesday, U.S. Transportation Secretary Norman Y. Mineta honored Lackland personnel as "hurricane heroes" for the base's role in evacuation and response for both storms.

"Our nation owes a profound debt of gratitude to the men and women here today for the critical role that all of you played in carrying out the largest domestic airlift in United States history" in Katrina's aftermath, Mineta told some 300 airmen.

After Katrina, some 25,000 people were evacuated by air from the Gulf Coast region. Of those, almost 10,000 evacuees were processed at Lackland.

"And as I stand here in this hangar today, I can only imagine how scared they really were," said Mineta, who in his youth was forced with his family to live in a Japanese internment camp during World War II.

"How reassuring it must have been, knowing that they were in the hands of our nation's finest men and women," he said.

Speaking to the media, Mineta said lessons learned from Katrina helped his department and the Air Force prepare for Rita, and moved evacuees before that storm struck.

He said local and state officials, however, need to do more to put plans in place to create contra-flow lanes, to avoid a repeat of the massive traffic jams that occurred in Houston as Rita approached.



John Davenport/Express-News
Master Sgt. Raymond Najera of San Antonio meets U.S. Transportation Secretary Norman Y. Mineta at a ceremony to honor Lackland AFB personnel.

Graphic

Hurricane response by Lackland AFB

San Antonio Express News

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Airman 1st Class Jason McEachern, with the 59th Contingency Aeromedical Staging Facility, spent about three weeks at Louis Armstrong International Airport in New Orleans as it served as a massive hospital-triage facility for patients and nursing home residents.

Initially, a stench of death, feces, urine and vomit permeated the airport, which was filled with the sick and dying. Air Force personnel could not leave the terminal without armed guards.

"It was amazing to see the military go in there and take over," McEachern said.

Capt. Edward Greer said he remembers a man who died at the airport.

All he and other members of Lackland's 433rd Airlift Wing's Aeromedical Evacuation Squadron could do was keep him pain-free.

"I'll never forget ... what we saw."



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JOHN DAVENPORT/STA

Transportation Secretary Norman Y. Mineta walks with Brig. Gen. Mary Kay Hertog and Brig. Gen. David Young III on Wednesday to meet with the troops who participated in relief missions after hurricanes Rita and Katrina.

Lackland crews get official thanks

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NORMAN Y. MINETA
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Kelly Aviation to drop engine-work contractor

Web Posted: 01/26/2006 12:00 AM CST

Sean M. Wood
Express-News Business Writer

Kelly Aviation Center will take over management of an Air Force maintenance contract next year, and the subcontractor, Standard Aero, feels betrayed at being dropped from the equation.

Kelly is a joint venture between Lockheed Martin, GE Aviation and Rolls-Royce. It was awarded a contract in 1999 to perform overhauls and maintenance on T56 engines, which are used in the C-130 Hercules, P-3 Orion and C-2 Greyhound aircraft. It subcontracted the work to Standard, and that contract expires in February 2007.

Standard Vice President Andres Gutierrez said it's a case of a "super-prime" contractor, Lockheed, going after a small company that has done consistently good work.

"We were teamed with Lockheed Martin and we bid as a team, we earned option awards as a team, and we should be extended as a team," Gutierrez said. "Lockheed's workload is going down and they've got to have a way to support their bottom line, so they have to come and steal our work."

Lockheed spokeswoman Candy Eslinger said the company is just trying to save money for its client. Eslinger said Kelly's work overhauling and maintaining TF39 engines for the Air Force is dropping off, so it needs to bring the overhauling and maintenance of T56 engines in-house.

"As the prime contractor, we're obligated to get the maximum supportability at the lowest cost," Eslinger said. "Back in 1999, having a subcontractor perform the T56 work made sense for us. Now that the workload is declining, we can lower the cost. We are taking the workload. We will offer jobs to their employees who are currently working on the T56 for us."

That's another bone of contention for Gutierrez, who said it was arrogant of Lockheed Martin to think Standard's employees would join Kelly.

"They're not taking into account the other work we do in San Antonio," he said. "They're taking the benefits from the substantial investment that we have done in training, employee development, and in general having some of the best technicians available. All of that knowledge would go to Lockheed at our expense."

Standard also does T56 maintenance for the Navy.

Eslinger said Kelly wants to bring many of the 650 Standard employees on board to make sure the Air Force is comfortable with the new arrangement.

"We've briefed this to our customer, and they're supportive of our contract," Eslinger said.

Tension between Standard and Kelly has been simmering for several months.

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In November, Standard filed a lawsuit against Kelly, saying it was sharing trade secrets with Rolls-Royce and trying to find another subcontractor for the T56 work. It won a temporary restraining order to keep Lockheed Martin from sharing trade secrets.

Eslinger said she could not comment on an ongoing lawsuit but said the plan to take over the work next year had nothing to do with Standard's suit.

"It just creates more efficiency to do the work in our facility," she said. "If we have a cross-trained work force, we can take employees and place them wherever they're needed."

Gutierrez said Standard is reviewing its contract and any legal options it may have. "We stand by our argument that we bid as a team," he said.

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AETC News Clips

Altus AFB, Okla.



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Air Force personnel learn about school's mission

As special guests Col. Everhart and others are briefed concerning career tech and SWTC.

Col. Carlton D. Everhart, 97th Air Mobility Wing Commander, and other senior commanders, staff officers and key civilian employees from the 97th Air Mobility Wing at Altus Air Force Base made an orientation visit to Southwest Technology Center recently.

According to Dr. June Knight, technology center superintendent, an orientation program is conducted each year to brief base officials concerning the Oklahoma Career Technology Education system and the mission of Southwest Technology Center. She said, "The career tech program in Oklahoma is unique, and base officials new to Oklahoma are not aware of the programs and services available through SWTC."

Following lunch, Dr. Knight briefed the group concerning the mission of SWTC, the organization of the Oklahoma Department of Career and Technology Education, funding for technology training, training programs, services offered by the center, and the role SWTC plays in economic development.

The visitors also went on a walking tour of the center and had the opportunity to see students at work and to visit with instructors and other SWTC staff members.

"We are honored each time members of the military are on our campus," Dr. Knight said. "The base is a training facility just as we are, and this annual visit allows us to brief them on our training and services designed to be directly supportive of Altus Air Force Base in a number of diverse programs."

Dr. Knight also said, "We enjoy this opportunity to show our appreciation to Altus Air Force Base for past and present support of our training programs, especially for the availability of valuable training equipment."

Col. Everhart was accompanied by Col. Dawn Harl, Lt Col. John Chapman, Lt Col. Tal Metzgar, Lt Col. Dwight C. Sones, Maj. John Giles, Maj. Nathan Hobbs and Maj. Peter Tschohl, CMSgt. Thomas Narofsky, Sam Kinnamon, Perry Shelton and James Weslowski.

According to Weslowski, chief of public affairs, the group thoroughly enjoyed the tour. He said, "Over the years, folks from Altus Air Force Base have worked closely with the SWTC staff and other learning centers to enrich the professional competency of our Airmen. We consider all these relationships beneficial to our Airmen and our Air Force."



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Upon his arrival, Col. Carlton D. Everhart, commander of the 97th Air Mobility Wing, is welcomed by Dr. June Knight, superintendent (left). After an orientation session and lunch, the guests toured the school and visited with instructors and students. (below) B.F. Rowland, campus director, (center) assists William Mizge, automotive technology instructor, in telling about his program. With them are Col. Everhart, Dr. Knight, Thomas Narofsky, command chief master sergeant, and Jim Weslowski, public affairs officer.





AETC News Clips

Maxwell AFB, Ala.



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Weapons training essential

By **Topher Sanders**
Montgomery Advertiser
Jan 26, 2006

Air Force Staff Sgt. Matthew Kesey has been familiar with guns nearly all his life, but an incident in 2005 constantly reminds him of the importance of frequent weapons training.

"An individual was stating that his weapon wasn't working and he pointed the weapon at me as he was squeezing the trigger to show me that the gun didn't work," Kesey said. "The only thing preventing the weapon from firing was that the safety was on."

Kesey is the assistant noncommissioned officer in charge at Maxwell-Gunter Air Force Base's Combat Arms Training and Maintenance division.

The division is responsible for training all personnel at Maxwell-Gunter Air Force Base and Gunter Annex who require training. The division trains about 3,200 military members annually.

"All personnel are broken down into three groups, depending on how necessary it is for them to carry a weapon," Kesey said.

Air Force personnel in Group A, which consists of base security officers and special investigators, are required to go through annual weapons training. Group B, which consists of civil engineers and those who transport classified information, performs weapons training every 15 months. Group C, which consists of all other Air Force personnel who might carry weapons when deployed to a combat area, trains every 30 months.

At Maxwell, about 30 percent of the personnel are required to carry a weapon as part of their daily duties, said Staff Sgt. Robert Kerr, the noncommissioned officer in charge of Maxwell's Combat Arms Training and Maintenance division.

Even if an Air Force member's duties are primarily office-related, Kesey said all Air Force members must be weapons qualified.

"Just because they push paper when they are stateside does not mean they will be doing that when they deploy," Kerr said. "They could end up doing convoy ops, for example."

Regular training sessions can last about five hours.

"The regular M-16 or M-9 course is three hours of classroom instruction where they learn the entire weapon inside and out and how to effectively use it, clean, assemble and disassemble it," Kerr said. "The actual qualification phase takes about two hours"

Weapons training is different for individuals about to deploy.

"If you're deploying you will go through an entire weeklong course, comprised of first aid, ground combat

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skills, weapons training, chemical warfare and more," Kerr said.

Cadet Kyle Dinwiddie of Portland, Ore., who is at Maxwell's Officer Training School, participated with about 20 other cadets in a 6 a.m. training session Wednesday. Dinwiddie said he was excited about the training.

"This will be the first time many of the people here have shot the 9 mm Beretta pistol," he said. "I believe for many of the officer trainees this is one of the highlights of the training."



Air Force officer trainees ready their weapons before firing at the Elmore County Sheriff's Department firing range Wednesday in Wetumpka. Maxwell-Gunter Air Force Base's arms training division is using the range until its own range is repaired.

-- Lloyd Gallman

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AETC News Clips

Tyndall AFB, Fla.



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11 illegal alien workers arrested at Tyndall gate

By Paul L. Mikolajczyk News Herald Writer 747-5089 / pmikolajczyk@pcnh.com

TYNDALL AIR FORCE BASE

Immigration agents reported arresting 11 suspected illegal alien workers trying to enter Tyndall Air Force Base on Wednesday morning.

Federal agents with U.S. Immigration and Customs Enforcement, or ICE, said the men, all Mexican citizens, were employed by a subcontractor to perform concrete work on the base, according to an ICE news release.

The men were prevented from entering the base by personnel manning the base's main gate and conducting security checks on visitors. When the workers' backgrounds could not be verified, ICE agents in Pensacola were contacted and arrived at the scene to confirm that the 11 men were in the United States illegally, according to the news release.

Federal agents initiated administrative removal proceedings for nine of the men who will appear before an immigration judge at a later date.

Two of the men stopped at the gate were taken into custody when ICE agents realized one had reentered the United States illegally following deportation and the other is a convicted felon, according to ICE reports.

The names of the 11 suspected illegal aliens were not released, nor was the name of the subcontracting company that hired them. Attempts to reach an ICE spokeswoman for further information were unsuccessful.

Tyndall officials declined to comment on the arrests.

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Navy Hornets give Raptors a run for their money

A worthy adversary

By Ed Offley News Herald Writer 747-5079 / eoffley@pcnh.com

TYNDALL AIR FORCE BASE

It's the Air Force "Hornets" vs. Navy Hornet fighters in the skies over the Gulf of Mexico. As part of an ongoing tactical development program for the new U.S. Air Force F-22A, Tyndall Air Force Base for the past 10 days has been hosting a half-dozen U.S. Navy F/A-18 Hornet fighters to serve as simulated enemy fighters.

Several times a day, the "Gunslingers" of Navy Fighter-Attack Squadron 105 have taken to the air to skirmish with the "Hornets" of the Tyndall-based 43rd Fighter Squadron. Both sides said the experience has been valuable for the Raptor program as its pilots continue to hone tactics and procedures for how they will operate the stealth fighter in actual combat.

"What's nice about having F-18's down to train is that it is good for us to have a different kind of adversary," said Air Force Capt. Dave Lopez, the Raptor squadron's scheduling chief. "When you have a stealthy platform, it isn't valuable to go up against another stealth fighter. That's not the way we anticipate things will happen in the real world."

Assigned to the USS Harry Truman and Carrier Air Wing 3 in Norfolk, Va., the F/A-18Cs constitute the Navy's current front-line fighterattack aircraft. The "Gunslingers," who came home from a six-month Persian Gulf deployment last April, will transition to the newer F/A-18E/F "Super Hornet," a more advanced model, in March, said Lt. Cmdr. Mike Amos.

"We've been doing what they asked us to do — mainly replicating enemy aircraft," Amos said. "We're supporting their training."

However, despite the Hornet's current technological advances, it does not have the radarevading "stealth" capabilities of the F-22A nor the Raptor's ability to fly at supersonic speeds without using the jet engine afterburners, officials noted. The Navy will begin receiving the first F-35 Joint Strike Fighters during the next five years, a different stealth design that is planned more for air-to-ground attacks than the Raptor's air-to-air primary role.

Lopez said as part of the training, the Navy guests have been simulating the tactics and techniques of state-of-the-art foreign jet fighters such as the Russian Su-27 Flanker, which are being flown by a number of foreign nations.

The training normally involves a pair of Navy fighters patrolling a designated airspace area about 100 miles south of Tyndall over the Gulf of Mexico with the Raptors assigned to simulate an "offensive counterair" mission to locate and shoot them down.

The maneuvers occur between 35,000 and 45,000 feet up, and each mission normally lasts about an hour, Lopez said. Because of the Raptor's targeting and sensor capabilities, all encounters are "beyond visual range" with the adversaries rarely coming closer than 10 miles from one another, he added.

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Neither Lopez nor Amos would provide specifics of how the F/A-18s performed against the Raptors, citing the classified nature of the new aircraft's performance characteristics. However, senior Air Force commanders previously have said that in simulated combat against Air Force F-15s and F-16s, the F-22A has been able to target and destroy multiple adversaries before ever being detected by them.

"Part of the challenge we face is getting realistic training," said Lopez, who transferred from F-15s to the F-22A a year ago. "This (training) allows us to get more use out of the Raptor."

The training is expected to continue for another week, Lopez said.



Terry Barner / The News Herald A U.S. Navy F-18 Hornet takes off at Tyndall Air Force Base Monday in front of a row of the Hornet's predecessor, the QF-4 planes now based at Tyndall for target training. Six fighters from Oceana Naval Air Station, Va., are training against Tyndall's F-22A Raptors this week.



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